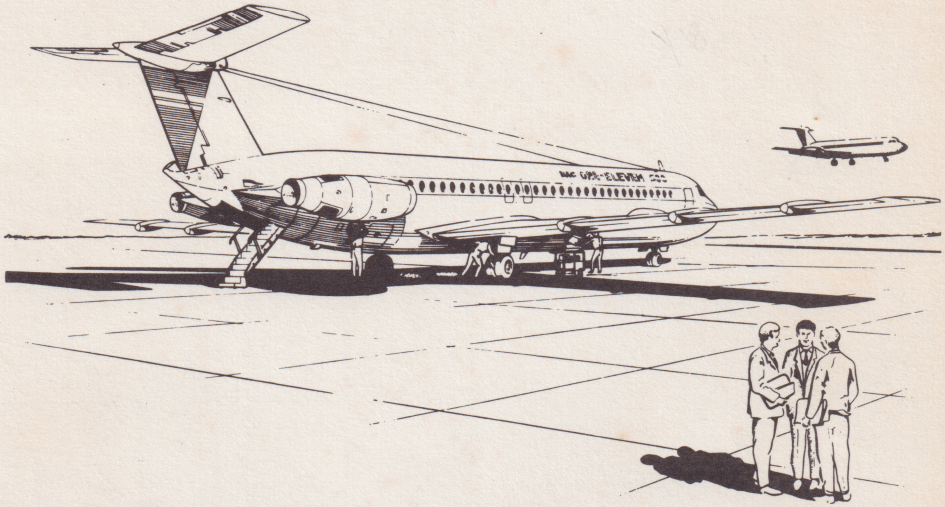
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AIRCRAFT GROUP

PRINTED IN ENGLAND



BAC ONE-ELEVEN
500 SERIES
ENGINEERS POCKET BOOK

PRINTED AND PUBLISHED IN ENGLAND BY
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PREFACE

This book is intended primarily for engineers connected with the operation of 500 Series*, BAC One-Eleven Aircraft.

Whilst particular care has been taken to ensure a high standard of technical accuracy in this publication, and revisions will be issued from time-to-time to update and include further information, it is not a Mandatory document. Should information differ between this publication and the Maintenance Manual, then, the information in the Maintenance Manual must be the accepted standard as the Maintenance Manual is the certified Mandatory document.

The extent to which any topic is covered has been governed by space and differences between the 500 Series Variants*. Modification standards also, have in some areas demanded singular treatment, but the resultant information is technically accurate, at time of print, and will be a ready-reference for all persons interested in 500 Series One-Eleven.

Much of the content of this book has been derived from the aircraft Maintenance Manual, and readers used to consulting this will appreciate the similarity of breakdown. However, it has not been practicable, in the interests of brevity and compactness of presentation, to make every topic position correspond to the manual, and a master index is included to overcome this.

Readers with access to the mandatory manuals, and a desire to gain more detailed knowledge, are advised to regularly consult them. The importance of reading the manuals whenever the opportunity presents itself should never be underrated, and of course, the technical service and advice of British Aerospace is always at customers disposal through a comprehensive system of Operators Queries, Campaign Wires, Service Bulletins and Newsletters.

Insert your own written notes whenever new information comes to hand. Spare pages are included in the back of this book for your use.

* (1) Model 510 aircraft are not covered by this book.

* (2) For definition of the term 'Variant', see page 1 of the Introduction.

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The incorporation of each Revision must be recorded below.

Rev. No.	Insertion Date	By	Rev. No.	Insertion Date	By	Rev. No.	Insertion Date	By
1	Incorporated at Print							
2	Incorporated at Print							
3	Incorporated at Print							
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ENGINEERS POCKETBOOK

BAC ONE-ELEVEN

SUMMARY OF CONTENTS

INTRODUCTION

General Data
Definition of Terms
Major Warnings
G.A. of Aircraft
Typical Flight Deck Layout
Master Index

GROUP 1 HANDLING

This contains handling procedures lifting (jacking), towing, cleaning and instructions on procedures connected with ground handling e.g., application of ground and auxiliary power.

GROUP 2 SYSTEMS

This contains descriptions of major systems and sub-systems. The locations of principal components are illustrated.

Servicing procedures, where applicable, are contained in separate page-blocks (101 et seq) behind each respective section.

GROUP 3 STRUCTURE

This comprises mainly illustrated breakdown of the structure, together with data on windows.

GROUP 4 POWER PLANT

Description of the engines, associated components and accessories. Running and motoring.

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THE BAC ONE-ELEVEN

The BAC One-Eleven 500 Series is a twin-engine short-haul jetliner powered by Rolls-Royce Spey turbofans, certain aircraft being fitted with 'hush kits' comprising modified engine intake and exhaust sections.

The fuselage is pressurized and air-conditioned; 8,000 ft. conditions being obtainable at 35,000 ft. Some aircraft are suitably modified to enable operation at 37,000 ft. The pressure difference in both instances is 7.5 p.s.i.

Flying controls, with the exception of the ailerons, are hydraulically-operated. Engine controls are manually-operated through push-pull rods.

The retractable tricycle landing gear, brakes and nosewheel steering are hydraulically-operated.

Airframe anti-icing is by ducted hot air from the engines to the leading edges of the main planes and tail unit. Anti-icing of the windscreens is by electrically-heated elements.

The 200/115-volts a.c. main electrical supply is from two 30 kVA (or 40 kVA) generators, one on each engine.

The 28-volt d.c. electrical supply is from two 150 amp. silicon rectifier TRUs.

Auxiliary electrical power is supplied from a single APU-driven 30 kVA (or 40 kVA) generator.

The aircraft requires the minimum of specialized ground equipment for turnround and day-to-day servicing. An auxiliary power unit, housed in the tail cone, enables the aircraft to operate completely independent of ground power.

All servicing points, except that on the auxiliary power unit, can be reached without the use of steps.

'VARIANTS'

Each separate version of the 500 Series One-Eleven is known as a 500 'variant', and identified by its model number e.g., 501, British Caledonian Airways and so on.

Throughout this book, wherever necessary, specific reference is made to MODEL Nos.

Engineers unfamiliar with a particular aeroplane can readily ascertain its Model No. by reference to the 'Owners Name Plate'; this is attached to the aft-facing bulkhead just inside the forward passenger entrance.

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ABBREVIATIONS — GLOSSARY OF TERMS

ADF	Automatic Direction Finding
AM	Amplitude Modulation
APU	Auxiliary Power Unit
ATC	Air Traffic Control
C/B	Circuit-breaker
CG	Centre of Gravity
CSDS	Constant Speed Drive and Starter
DME	Distance Measuring Equipment
DV	Direct Vision
EDP	Engine Driven Pump
HP	High Pressure
ILS	Instrument Landing System
LCN	Load Classification Number
LOC	Localizer
LP	Low Pressure
MF	Medium Frequency
MFLI	Magnetic Fluid Level Indicator
NRV	Non-return Valve
PCU	Power Control Unit
RMDI	Radio Magnetic Direction Indicator
SOV	Shut-off Valve
SSB	Split System Circuit-breaker
SSU	Signal Summing Unit
TGT	Turbine Gas Temperature
TRU	Transformer Rectifier Unit
TTC	Top Temperature Control
U/C	Undercarriage
VHF	Very High Frequency
VOR	VHF Omnirange

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YOU SHOULD KNOW

AIRFOIL DE-ICING must not be tested in excess of 10 seconds duration, otherwise overheating will result.

BLAST AREAS must be clear of personnel when running engines.

BRAKES should be approached with caution after an emergency stop; they will probably be very HOT.

CLEANING AGENTS may be toxic and/or corrosive - use with care.

COMMON COLDS can be dangerous if you are inside fuselage during pressure tests.

C.S.D.S. — If air input to this is low, engine will overheat when starting.

DELAMINATION - FLIGHT DECK WINDOWS: Pilot must declare satisfaction of visibility even if within permissible structural limits.

ELECTRICAL GROUND POWER must be from a source approved for use with the BAC One-Eleven aircraft.

ELECTRICAL POWER must not be applied unless aircraft is electrically safe. When using ground power, monitor ammeters to prevent batteries boiling.

FREEZING CONDITIONS necessitate draining the water systems when parked.

FUEL (TANK) WATER DRAINS must be checked at every refuelling.

FUELLING/DEFUELLING rates and pressures must not exceed those recommended.

HIGH ENERGY IGNITION can kill - wait at least 3 minutes after operation, before disconnecting leads.

HP AIR, if uncontrolled, can cause personal injury and mechanical damage.

HYDRAULIC FLUID (DTD585) is used in undercarriage oleos, aileron gust dampers and ventral door dampers.

LANDING LAMPS must be on for shortest possible time, even when testing.

LIFTING (JACKING) complete aircraft must be carried out only when satisfied that C.G. is within safe limits,and with all weight switch-controlled circuits isolated.

LUBRICATION IS VITAL and must be regularly applied in accordance with the approved maintenance schedule and detailed charts in aircraft maintenance manual.

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OLEOS (LANDING GEAR) must be exhausted of AIR before charging with fluid.

OXYGEN, if exposed to grease or oil, is liable to cause explosion.

PARKING for more than 48 hours in one position can create flat spots on tyres.

PITOT HEATERS must be tested only by switching ON and observing ammeter reading - switch off immediately to prevent overheating.

RAIN REPELLENT (if fitted) - hose windscreens continuously with water while testing.

SKYDROL 500 fluid is used in hydraulic (systems). Avoid skin contact with it.

TGT LIMITATIONS must never be exceeded.

TORSION LINKS (NOSE U/C) should be disconnected when towing, to avoid possible damage from overcastoring.

TOWING must not be done with nose oleo dimn. 'A' more than 9 in.

TROUBLE SHOOTING - check instruments first, components are expensive.

VENTRAL DOOR - when manually closing, never HANDLE the bogie; it will automatically fold when door is lifted. If door is required open when complete aircraft is jacked, support bogie to the extent of jacked height.

WATER (DOMESTIC) must be clean and fresh - sterilize if in doubt.

WATER (ENGINE-WATER INJECTION) must be demineralized to approved specification.

WEATHER RADAR - do not stand in the way.

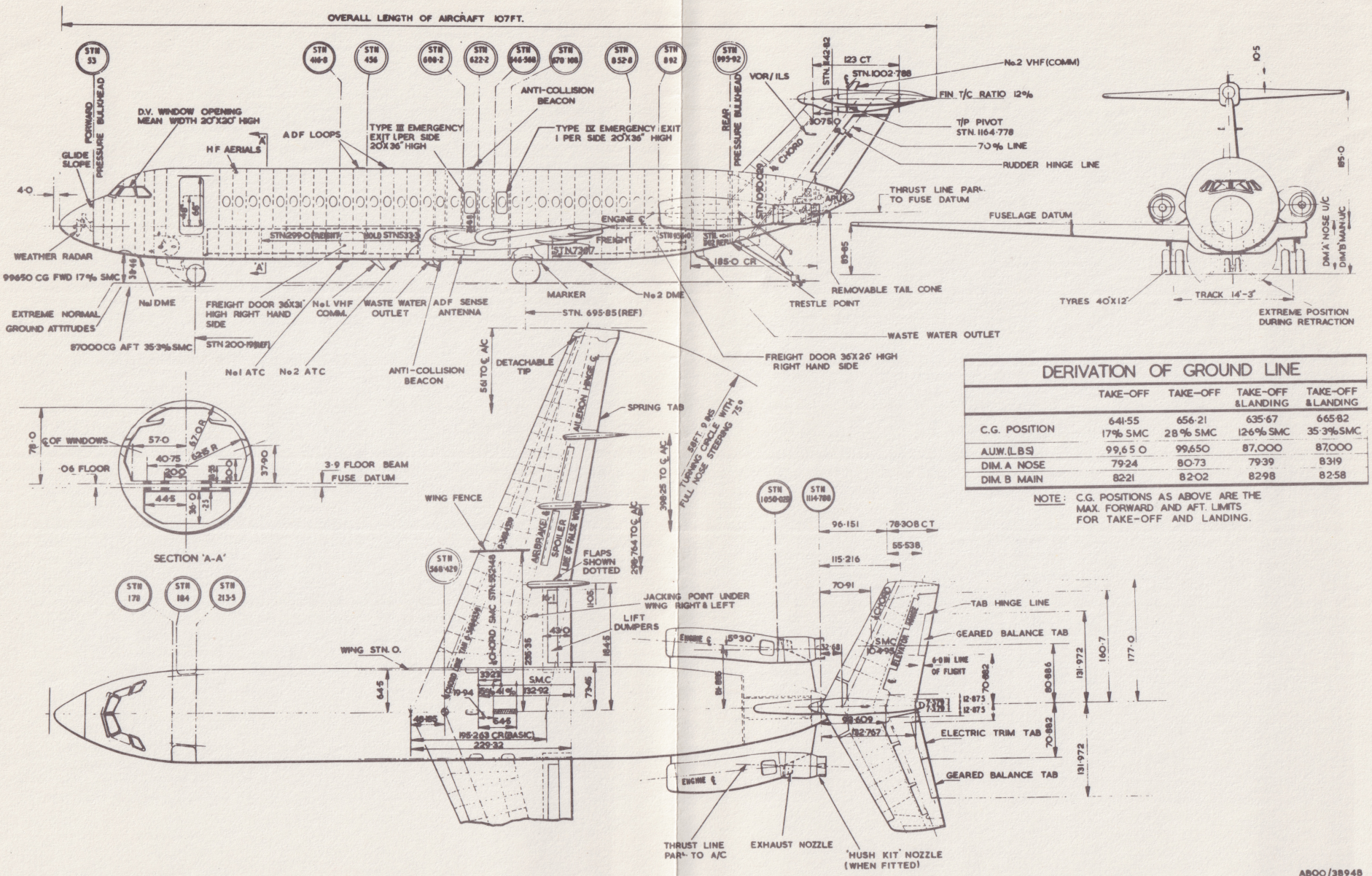
WHEELS, TYRES AND BRAKES must be protected from contamination by hydraulic fluid and fuel.

WINDSCREEN WIPERS must not be functioned on a dry screen.

EMERGENCIES —— Know your VITAL ACTIONS

YOU HAVE BEEN WARNED

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DERIVATION OF GROUND LINE

	TAKE-OFF	TAKE-OFF	TAKE-OFF & LANDING	TAKE-OFF & LANDING
C.G. POSITION	641·55 17% SMC	656·21 28% SMC	635·67 12·6% SMC	665·82 35·3% SMC
A.U.W. (LBS)	99,650	99,650	87,000	87,000
DIM. A NOSE	79·24	80·73	79·39	83·19
DIM. B MAIN	82·21	82·02	82·98	82·58

NOTE: C.G. POSITIONS AS ABOVE ARE THE MAX. FORWARD AND AFT. LIMITS FOR TAKE-OFF AND LANDING.

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General Arrangement of Aircraft
Figure 1

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GENERAL DATA

The information tabulated in this section provides an easy reference for the reader in ascertaining such data as dimensions, specifications, capacities, etc. Where applicable, English, metric and U.S.units are given.

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FUSELAGE

	English	Metric
Length (external) from radome to tail-cone	97 ft. 4 in.	29,67m.
Length (internal) from Flight Deck Door to Rear Pressure Bulkhead door	70 ft. 4 in.	21,44m.
Length of max.Seating Area	59 ft.10 in.	18,24 m.
Width (internal) max.at elbow height	10 ft. 4 in.	3,15m.
Height (internal) through passenger compartment	6 ft. 6 in.	1,98m.
Volume,pressurized,including Flight Deck and Freight Holds	6,423 cu.ft.	181,77 cu.m.
Volume cabin,excluding Flight Deck and Freight Holds	4,434 cu.ft.	125,48 cu.m.
Volume,Passenger Cabin excluding amenities	4,042 cu.ft.	114,39 cu.m.
Overall length of A/C	107 ft. 0 in.	32,61

WING

	English	Metric
Span	93 ft. 6 in.	28,50 m.
Area (Gross)	1031 sq.ft.	95,78 sq.m.
Root Chord at Stn.0	16 ft. 5 in.	5,00 m.
Tip Chord	5 ft. 3½ in.	1,61 m.
Mean Chord	11 ft. 1 in.	3,38 m.
Aspect Ratio	7.8	
Sweepback (¼ chord)	20 deg.	
Incidence (root)	2½ deg.	
Dihedral (mean)	2 deg.	
Flap Area	87.8 sq.ft.	8,16 sq.m.
Aileron Area	15,4 sq.ft.	1,43 sq.m.
Spoiler Area	12.4 sq.ft.	1,15 sq.m.
Lift Dumper Area	11.2 sq.ft.	1,03 sq.m.

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TAIL

	English	Metric
Overall Height (approx.)	24 ft. 6 in.	7.47 m.
Span	29 ft. 6 in.	8.99 m.
Tailplane Area (gross)	258 sq.ft.	23.88 sq.m.
Elevator Area	70.4 sq.ft.	6.54 sq.m.
Fin and Rudder Area (Nett)	117.4 sq.ft.	110.91 sq.m.
Rudder Area	32.8 sq.ft.	3.95 sq.m.
Tailplane Incidence (max.range)	2 deg.nose up to 11 deg.nose down	

DOORS AND EXITS

SILL HEIGHTS :-

Forward Passenger Door at:-		
Floor Level	6 ft.10 in.	2.0 m.
Base of Door	5 ft. 8 in.	1.73 m.
Galley Service Door	6 ft.10 in.	2.08 m.
Freight Hold Doors:-		
Forward	3 ft. 5 in.	1.04 m.
Rear (mean height)	3 ft.10 in.	1.17 m.

FREIGHT HOLDS

FORWARD :-

Length (A/C without aux. full tank)	23 ft.10 in.	7.26 m.
(A/C with aux. full tank)	16 ft. 7 in.	5.05 m.
Height	3 ft. 0 in.	0.91 m.
Width Overall	7 ft. 5 in.	2.26 m.
Floor Width	3 ft. 0 in.	0.91 m.
Volume (A/C without aux. fuel tank)	451 cu.ft.	17.76 cu.m.
(A/C with aux. fuel tank)	323 cu.ft.	9.14 cu.m.
Door size width x projected height	3 ft.01 in. x 2 ft. 7 in.	0.91 m. x 0.79 m.

REAR :-

Length	16 ft. 8 in.	5.08 m.
Height (front of hold)	3 ft. 0 in.	0.91 m.
Height (rear of hold)	1 ft.10 in.	0.56 m.
Width Overall	7 ft. 0 in.	2.13 m.
Floor Width	3 ft. 0 in.	0.91 m.
Volume	236 cu.ft.	6.65 cu.m.
Door size, width x projected height	3 ft. 0 in. x 2 ft. 2 in.	

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POWER PLANT

Engine:	Rolls-Royce Spey 511-14
Oil Tank capacity (each engine)	14 Imp.pts; 16 U.S.pts; 7,96 litres
Total Engine Oil Capacity (each engine)	24 Imp.pts; 28 U.S.pts; 13,64 litres
Constant Speed Drive and Starter Unit:	
Minimum rated static thrust at sea level:	11400 lb. 5171,04 kg
Oil System Capacity	3.5 Imp.pints: 4.2 U.S.Pints (approx) 2.0 litres

AUXILIARY POWER UNIT

Type:	Airesearch G.T.C.P.85-115
Bleed Air Mass Flow at inlet temperature of 100 deg.F. (37.8 deg.C)	110 lb/min. at zero shaft HP 49.9 kg/min 94 lb.min.at 40 shaft HP 42.6 kg./min.

LANDING GEAR

	English	Metric
Type: Tricycle, double wheel		
MAIN		
Wheel Base	33 ft. 1 in.	10,08 m.
Track (between centres)	14 ft. 3 in.	4,34 m.
Distance between wheel (twin) centres (approx)	1 ft. 9 in.	0,533 m.
Wheel and Tyre size	40 x 12	-
NOSE		
Distance between wheel (twin) centres	1 ft. $1\frac{3}{4}$ in.	0,349 m.
Wheel and Tyre size	24 x 7.25	-
Steering angle	78 deg.on either side (with torque links connected)	

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FUEL

Aviation kerosine, Wide cut gasolene, or High flash gasolene

Capacities:

Location	Imp.Galls.	U.S.Gall.	lbs.	kg.	litres
Wing tanks	2245 ± 10	2695	17960	8146	10206
Centre tank	855 ± 5	1025	6840	3102	3887
Auxiliary	350	420	2800	1270	1591
Total:					
Without aux:	3100 ± 15	3720	24800	11248	14093
With aux:	3450	4140	27600	12518	15684

	English	Metric
Unusable fuel at 8 lb./Imp.gall:	171 lb.	77,6 kg
Max. Refuelling rate at 50 p.s.i. (3,5 kg/sq.cm.)	410 Imp.galls/min.	1864 litres/min.
Max. Defuelling rate at 11 p.s.i. (0,77 kg/sq.cm.)	130 Imp.galls/min.	591 litres/min.

HYDRAULICS

Type of Fluid: Skydrol 500

Capacity:

Both systems complete:	13 Imp.Galls. 15.6 U.S.Galls.	59,1 litres
Each Reservoir	2.75 Imp.Galls 3.30 U.S.Galls.	12,5 litres
Operating Pressure	3,000 p.s.i.	210,9 kg/sq.cm.
Accumulator Air Charging Pressure:		
Main	2,000 p.s.i.	140,6 kg/sq.cm.
Brake	1,000 p.s.i.	70,3 kg/sq.cm.
Emergency Steering	1,500 p.s.i.	105,4 kg/sq.cm.

FIRE EXTINGUISHING

	Type	Maker
Power Plant	Two 6 lb. B.C.F.	Graviner
A.P.U.	One 2 lb. B.C.F.	Graviner
Fire Wire Protection System	Triple F.D.	Graviner
Interior hand-operated	Two 2 lb. $C.O._2$ Two 1⅜ qrt. (Water/Glycol)	Walter Kidde Walter Kidde

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ELECTRICS

A.C. Generators	30 kVA 200/115 volts, 400 c/s 3-phase
Standby Inverter	115 volts, 400 c/s single phase
Batteries	Lead acid, 24 volt, capacity 25 amp/hr.
Standby Lighting Supply	From Aircraft Batteries, or self-contained Batteries charged from electrical system

DOMESTIC WATER

Capacity, complete system	20 Imp.galls: 24 U.S.galls: 90.9 litres

OXYGEN

Bottle Capacities:	3 x 2,100 (1 x 2,100 litre if passenger dropout system not fitted)
Charging Pressure 1800 p.s.i. at 21 deg.C	126,6 kg/sq.cm.

FLYING CONTROLS

Ailerons	Manual - cable operated servo tabs.
Elevators	Hydraulic - power operated
Rudder	
Spoiler Airbrakes	
Flaps	
Lift Dumper	
Tailplane	
Stall Identification	Pneumatic Pusher

INTEGRATED AIR SYSTEM

Provides:

Air Conditioning and Pressurization

Constant Speed Drive and Starter Unit

Anti-icing for Wings, Tail Unit, Power Unit Intakes

Water System Pressurization

Toilet Flushing

Radio Rack Cooling

Fuel Heating

Generator Cooling

PRESSURIZATION

	ENGLISH	METRIC
Max. Differential Pressure	7.5 p.s.i.	0.53 kg/sq.cm.
Max. Negative Differential Pressure	0.5 p.s.i.	0.035 kg/sq.cm.
Cabin Altitude Selection	Minus 2,000 ft to plus 8,000 ft (some aircraft 8,650 ft) except where limited by max. differential pressure.	
Rate of Change Selection (Cabin altitude)	200 ft/min. to 1,000 ft/min.	60 m/min. to 305 m/min.

AIR CONDITIONING

Temperature Range in Passenger Cabin at 50% Humidity	70 deg. - 80 deg. F. (approx)	21 deg. - 27 deg. C. (approx)
Minimum Temperature in Freight Compartments	35 deg. F.	1.7 deg. C
Minimum Supply Rate of Air from Engine. (25,000 ft. at ISA + 41 deg. F. normal descent r.p.m.)	78 lb/min.	35.38 kg/min.

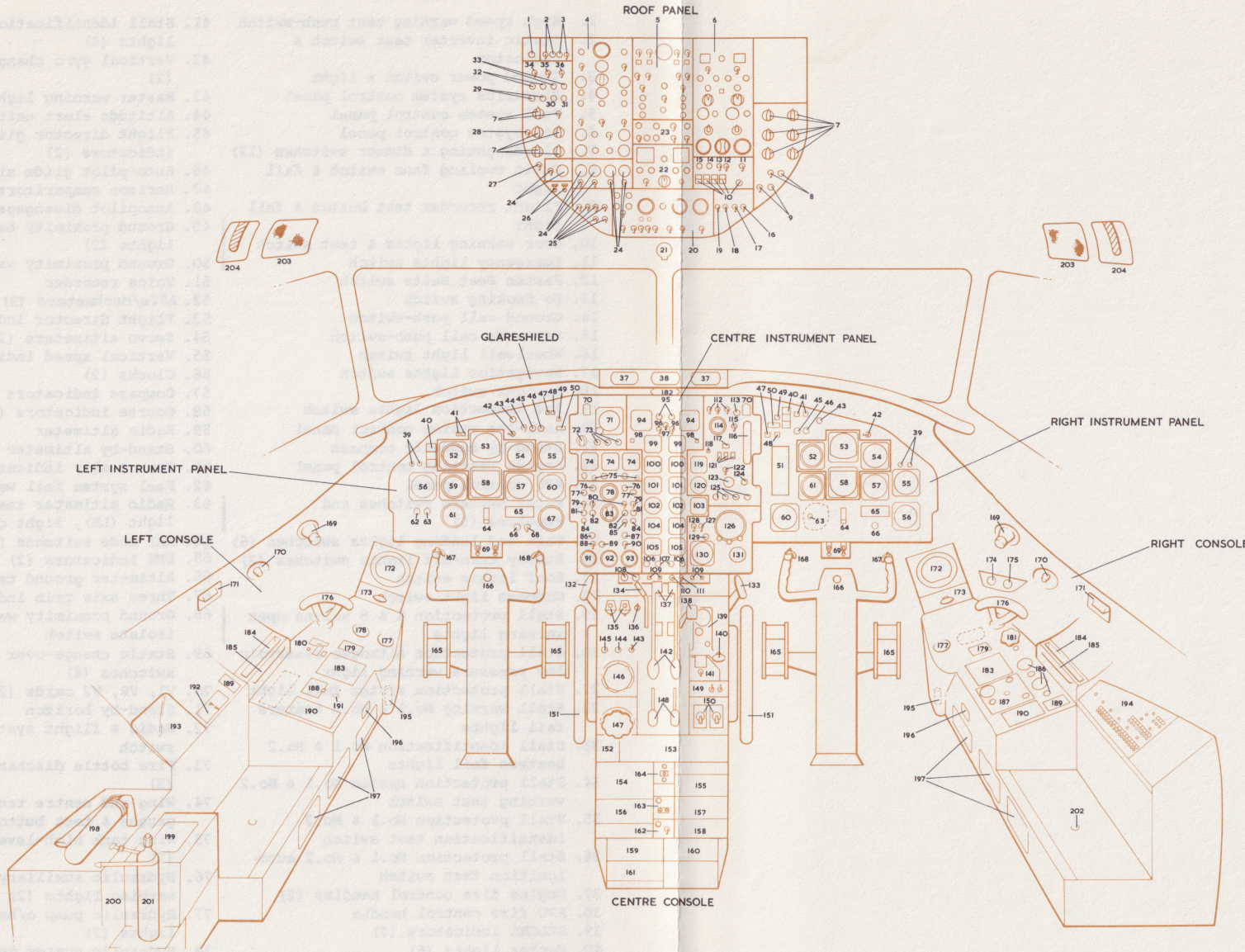
WEIGHTS

Max. Take-off:	99,650 lb.	45,201 kg.
Optional:	104,500 lb.	47,400 kg.
Max. Landing:	87,000 lb.	39,463 kg.
Max. Zero Fuel:	81,000 lb.	36,741 kg.
Typical Capacity Payload: (99 passengers)	26,153 lb.	11,863 kg.

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Typical Flight Deck Layout
Figure 2

1. High speed warning test push-switch
2. Static inverter test switch & indicator
3. Ground power switch & light
4. Electrics system control panel
5. Fuel system control panel
6. Air system control panel
7. Floodlighting & dimmer switches (12)
8. Radio cooling fans switch & fail light
9. Flight recorder test button & fail light
10. Door warning lights & test switch
11. Emergency lights switch
12. Fasten Seat Belts switch
13. No Smoking switch
14. Ground call push-switch
15. Stewards call push-switch
16. Wheelwell light switch
17. Navigation lights switch
18. Beacons switch
19. Ice inspection lights switch
20. Anti-ice system control panel
21. Stand-by magnetic compass
22. Engine starting control panel
23. APU control panel
24. Pitot heaters switches and ammeters (5)
25. Taxi and landing lights switches (6)
26. Runway turn-off lights switches (2)
27. Roof lights switch
28. Compass light switch
29. Stall protection A & B valves open warning lights
30. Stall protection nitrogen reservoir low pressure warning light
31. Stall protection system fail light
32. Stall warning No.1 & No.2 heaters fail lights
33. Stall identification No.1 & No.2 heaters fail lights
34. Stall protection system No.1 & No.2 warning test switch
35. Stall protection No.1 & No.2 identification test switch
36. Stall protection No.1 & No.2 auto-ignition test switch
37. Engine fire control handles (2)
38. APU fire control handle
39. SELCAL indicators (4)
40. Marker lights (6)
41. Stall identification & failure lights (4)
42. Vertical gyro change-over switches (2)
43. Master warning lights (2)
44. Altitude alert unit light switch
45. Flight director glide slope indicators (2)
46. Auto-pilot glide slope annunciator
47. Horizon comparitors (2)
48. Autopilot disengaged lights (2)
49. Ground proximity below G/S. warning lights (2)
50. Ground proximity warning lights (2)
51. Voice recorder
52. ASIs/Machmeters (2)
53. Flight director indicators (2)
54. Servo altimeters (2)
55. Vertical speed indicators (2)
56. Clocks (2)
57. Compass indicators (2)
58. Course indicators (2)
59. Radio altimeter
60. Stand-by altimeter
61. Turn & slip indicators (2)
62. Feel system fail warning light
63. Radio altimeter test switch/MDA light (LH), light only (RH)
64. RMI mode switches (2)
65. DME indicators (2)
66. Altimeter ground test switches (2)
67. Three axis trim indicator
68. Ground proximity warning system isolate switch
69. Static change-over (ASI & Air Data) switches (4)
70. V1, VR, V2 cards (2)
71. Stand-by horizon
72. Radio & flight system transfer switch
73. Fire bottle discharged indicators (3)
74. Wing and centre tank fuel contents gauges & test buttons (3)
75. Wing tank high-level warning lights (2)
76. Hydraulic auxiliary pump o/heat warning lights (2)
77. Hydraulic pump o/heat warning lights (2)
78. Hydraulic system quantity gauge

Key to Figure 2 (continued)

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79. Hydraulic system engine pump switches (2)
80. Hydraulic auxiliary pump switches (2)
81. Hydraulic system No.1 & No.2 pump fail warning lights
82. Hydraulic system auxiliary pump fail warning lights (2)
83. Hydraulic No.1 & No.2 system pressure gauge
84. Flight controls power valves magnetic indicators (2)
85. Hydraulic DC pump switch
86. Outboard spoilers fail warning light
87. Inboard spoilers fail warning light
88. Outboard spoilers switch
89. Gust damper engaged light
90. Inboard spoilers switch
91. Footbrake pressure gauge
92. Brake accumulator pressure gauge
93. Handbrake pressure gauge
94. Engine vibration indicators (2)
95. Engine o/heat warning lights (2)
96. LP cooling reset switches (2)
97. Zone 2 test switch
98. Reversers unlocked warning lights (2)
99. Percentage thrust indicators (2)
100. HP r.p.m. indicators (2)
101. Turbine gas temperature indicators (2)
102. Fuel flow indicators (2)
103. Fuel temperature indicator
104. Oil temperature indicators (2)
105. Oil pressure gauges (2)
106. Oil low pressure warning lights (2)
107. Lift dumper indicators (2)
108. Brake temperature indicators (2)
109. Inboard & outboard anti-slid indicators (2)
110. Inboard & outboard anti-skid test switch
111. Anti-skid ON/OFF switch
112. Engine & APU fire handle test switches (3)
113. Firebell isolate switch & light
114. Total air temperature gauge
115. Landing gear horn cut-off switch
116. Landing gear selector lever
117. Landing GEAR UNSAFE warning light and horn cut-off indication
118. Flap shaft fail warning light
119. Flap position indicator
120. Tail trim indicator
121. Landing gear safe indicating lights (3)
122. Landing gear indicators dimmer switch
123. Elevator trim indicator
124. Mach trim indicator
125. Water injection air valve & water flow lights (4)
126. Cabin pressure selector
127. Safety valve switch
128. Ram air valve switch
129. Cabin altitude warning light
130. Dual altimeter & differential pressure indicator
131. Cabin rate of climb indicator
132. Handbrake (parking) lever
133. Handbrake lever
134. Speedbrake & lift dump lever
135. Powered flying controls cut-off levers (2)
136. Powered flying controls warning light filament test button
137. Reverse thrust levers (2)
138. Flaps lever
139. Water injection control panel
140. Stick push dump valve lever
141. Mach trim switch
142. Throttle levers (2)
143. Elevator emergency power switch
144. Elevator emergency power fail light
145. Elevator emergency low pressure warning light
146. Rudder trim knob
147. Aileron trim knob
148. HP fuel valve levers (2)
149. Engine top temperature/Fuel dip control switches (2)
150. Windscreen wiper switches (2)
151. Tail trim handwheels (2)
152. Autopilot master switch
153. Autopilot controller
154. Provision for autothrottle controller
155. HF comm. controller
156. No.1 VHF NAV/COMM controller
157. No.2 VHF NAV/COMM controller
158. Radar controller
159. No.1 ADF controller
160. No.2 ADF controller
161. ATC controller

Key to Figure 2 (continued)

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162. Marker lights HI/LO switch
163. Elevator trim switch
164. Approach mode selector switch
165. Rudder & footbrake pedals (4)
166. Altitude reminders (2)
167. Autopilot cut-out switches (2)
168. RT/IC override switches (2)
169. Cold air louvres (2)
170. Map table lamp dimmer switches (2)
171. Map table lamps (2)
172. Weather radar indicators (2)
173. Rudder pedal adjusters (2)
174. APU exhaust gas temperature indicator
175. Stall ident. pressure gauge
176. Nosewheel steering handles (2)
177. Cup stowages (2)
178. Torch stowage
179. Microphone selector switches (hand, boom, mask) (2)
180. Standby-steering low pressure light & switch
181. Air dump valve & indicator
182. Altitude alert unit (below glareshield)
183. Audio selector panels (2)
184. Document stowages (2)
185. Map tables (2)
186. Oxygen gauges & controls
187. Oxygen control panel
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189. Boom headset jack sockets (2)
190. Oxygen regulators (2)
191. Oxygen connection & oxygen-mask mic. socket
192. Trip & date encoder
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195. Chimes (2)
196. Jacksockets (2)
197. Air ducts (6)
198. Fire extinguisher
199. Smoke mask stowage
200. Safety equipment stowage
201. Oxygen bottle (smoke set)
202. Access panel for landing gear free fall lever & pitot isolate switch
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